

I-45 NHHIP Segment 3C-2 Reevaluation Decide Charges 5 Design Changes & Features - Part 1

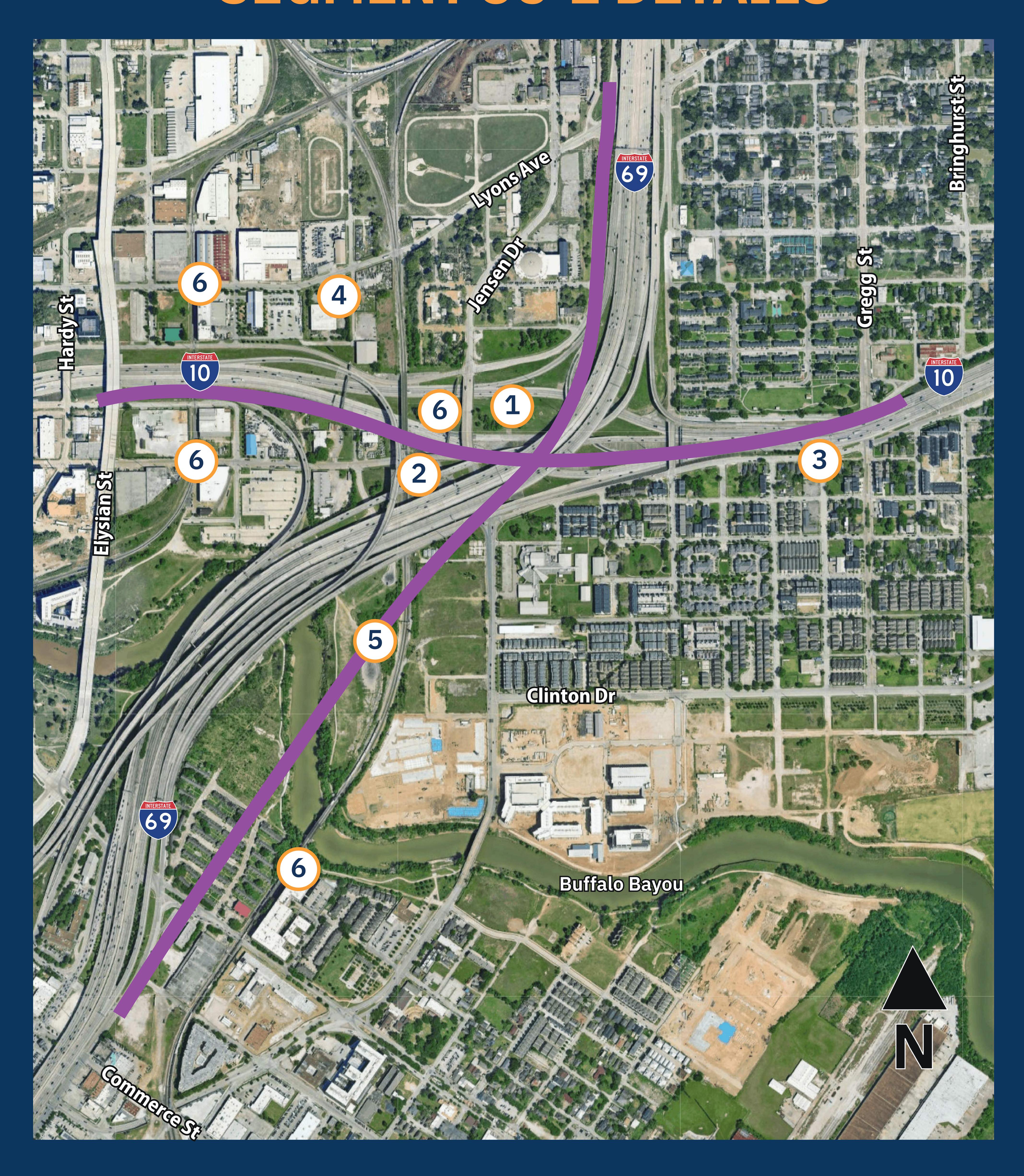
For additional information about the Project, visit us online at: www.txdot.gov/nhhip

To view this exhibit in other languages, please scan the QR code here:

Para ver esta presentación en otros idiomas, por favor escanee el código QR aquí:



SEGMENT 3C-2 DETAILS

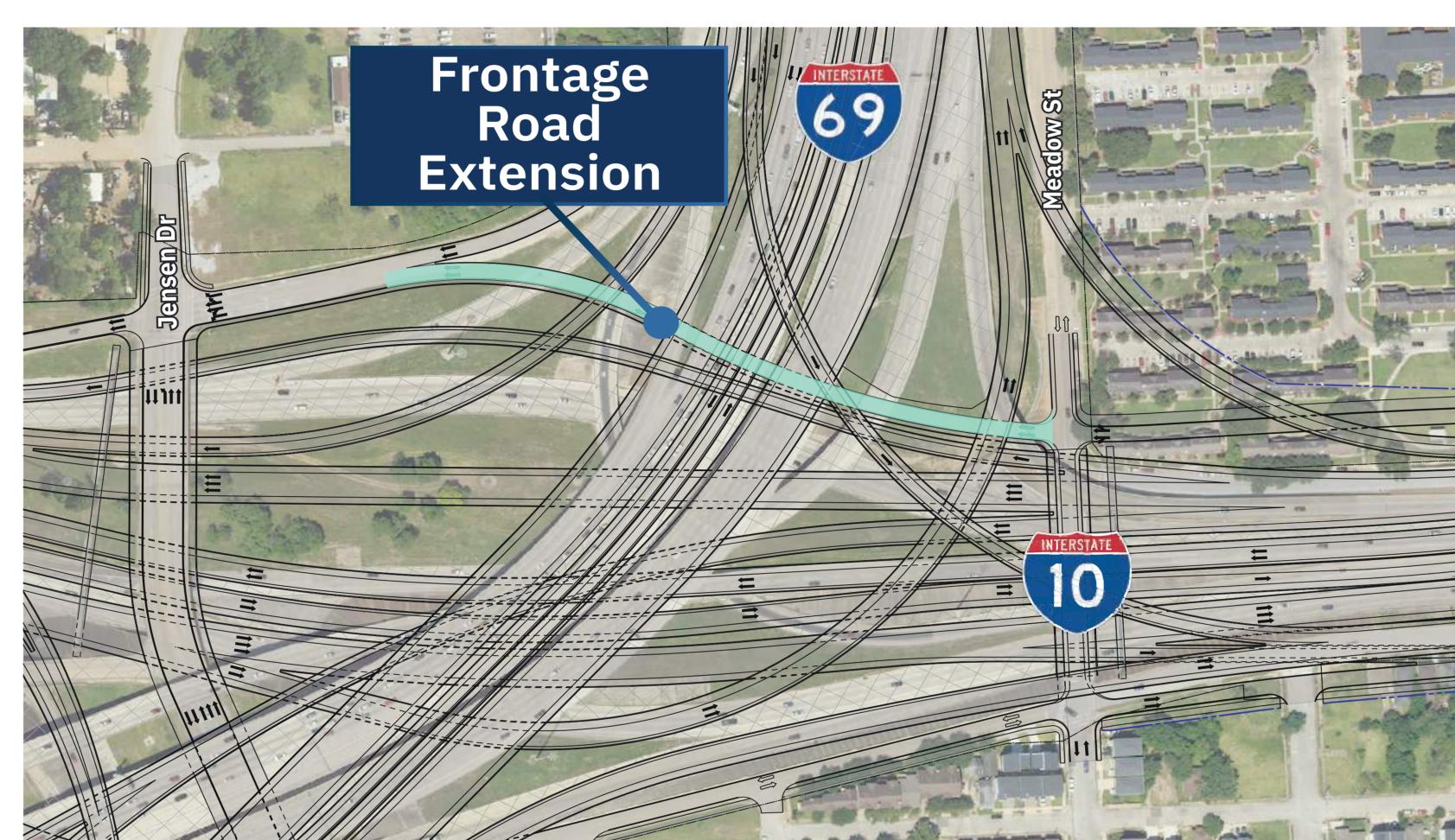


Segment 3C-2, shown in the image above, is I-10 at I-69 interchange. The Segment 3C-2 limits are as follows:



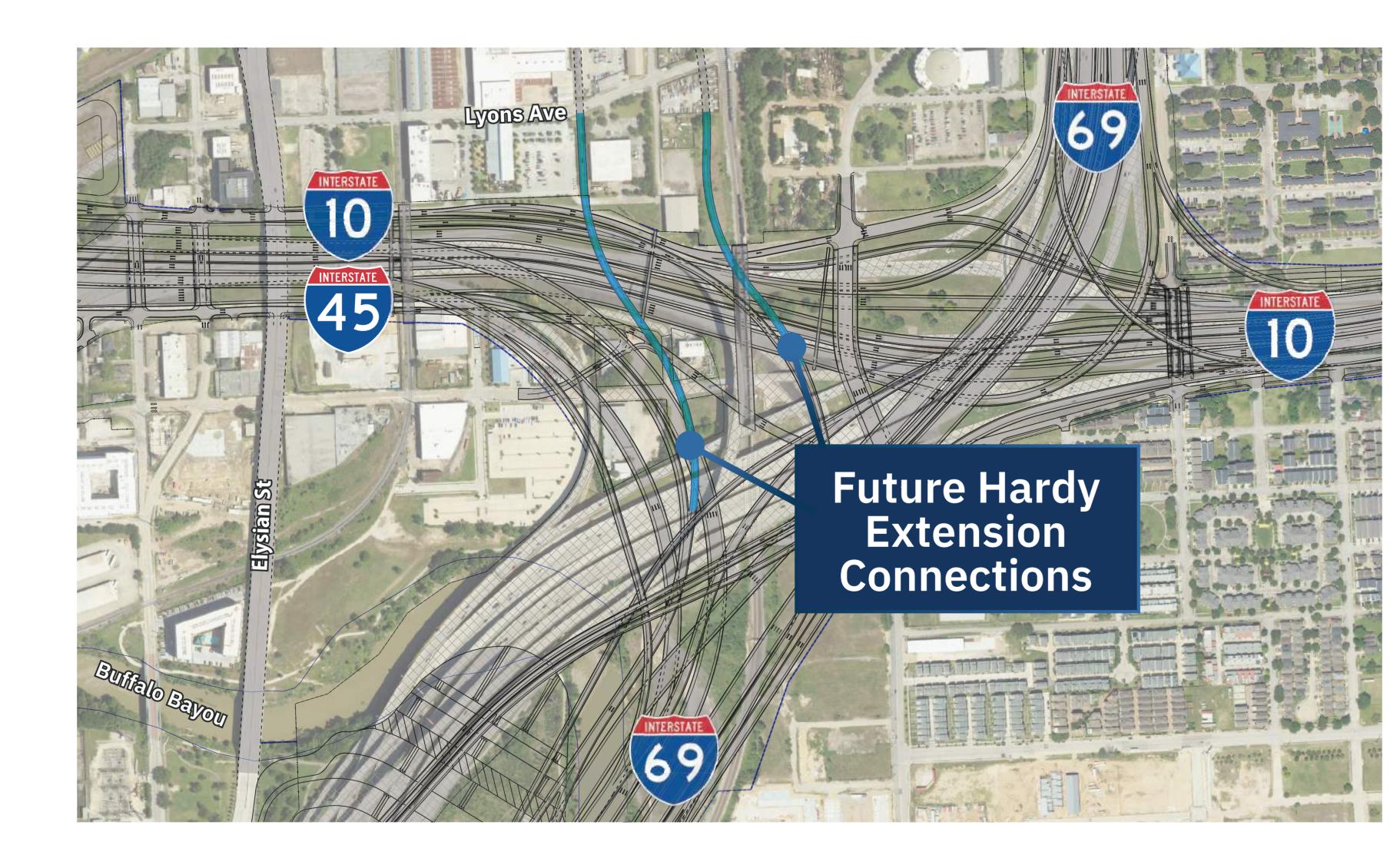
Segment 3C-2 Design Refinements

I-10 Westbound Frontage Road Extension



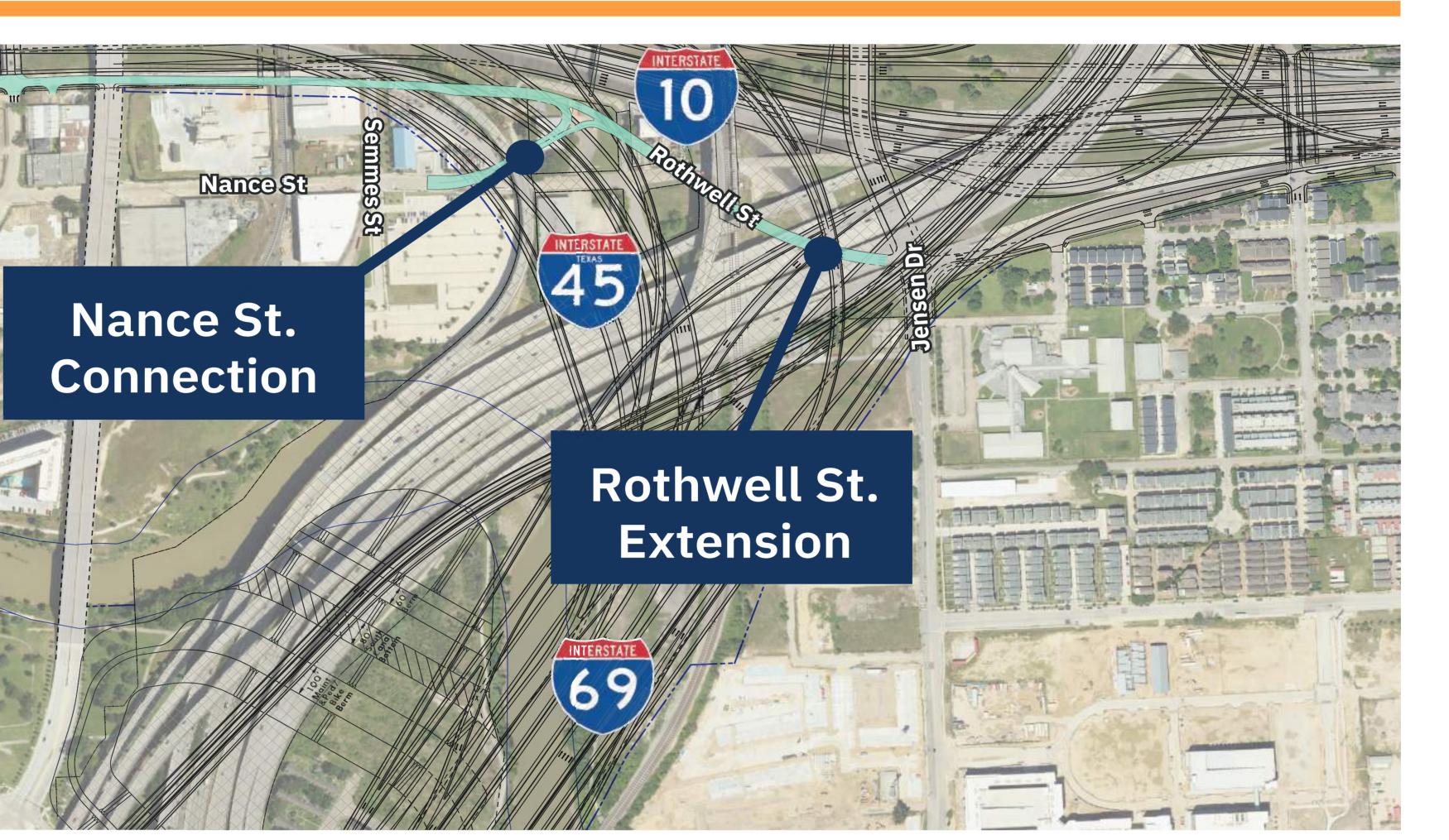
- The proposed extension of the I-10 westbound frontage road between Meadow Street and Jensen Drive is intended to enhance local access and improve connectivity for communities on both sides of I-69.
- If implemented, this improvement may help residents travel more easily between neighborhoods located east and west of the highway.
- No additional Right Of Way (ROW) is required for this design refinement.
- The blue line on the map highlights the location of the proposed westbound frontage road extension.

Preserve Future Hardy **Extension Connections**



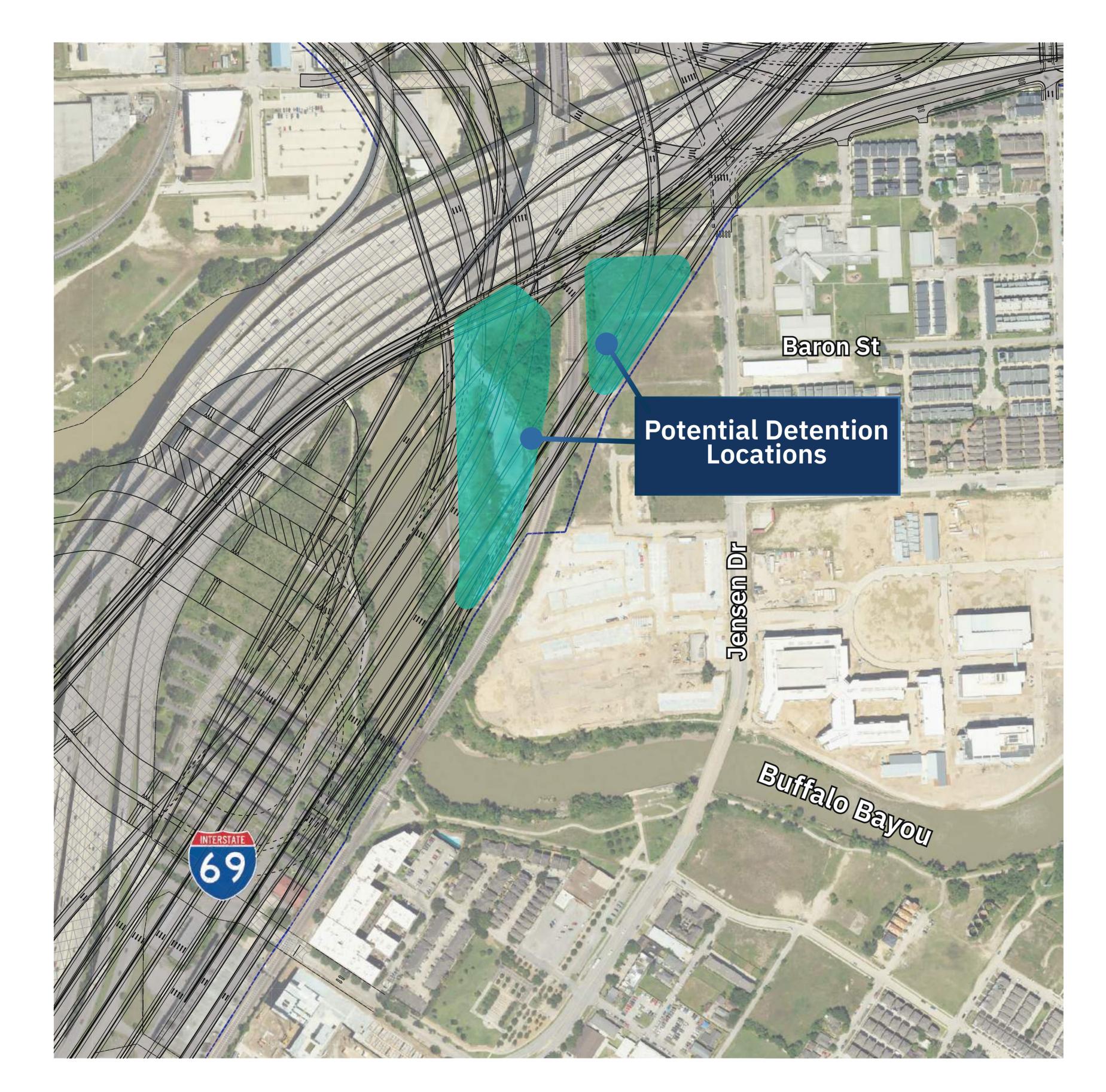
- This design refinement would preserve the potential for two future direct connectors extending from the Hardy Extension at I-610 to I-69 Northbound and Southbound.
- Due to the complexity of the interchange, TxDOT would construct a portion of the direct connectors needed for the future Hardy Extension when reconstructing the I-10/I-69 interchange.
- Although construction extends beyond the FEIS ROW footprint, no displacements are anticipated.
- The Hardy Extension direct connectors will not be

Rothwell Street Extension & Nance Street Connectivity



- The proposed extension of Rothwell Street from Semmes Street to Jensen Drive, along with a new connection from Nance Street, is intended to improve local access and neighborhood connectivity.
- These enhancements may provide more direct routes to Jensen Drive, making it easier for residents to travel throughout the area.
- No additional ROW is required for this design refinement.
- On the map, the blue line indicates the proposed Rothwell Street extension, and the green line shows the potential Nance Street connection.

Proposed Detention Ponds Beneath Future I-45/I-69 General Purpose Lanes

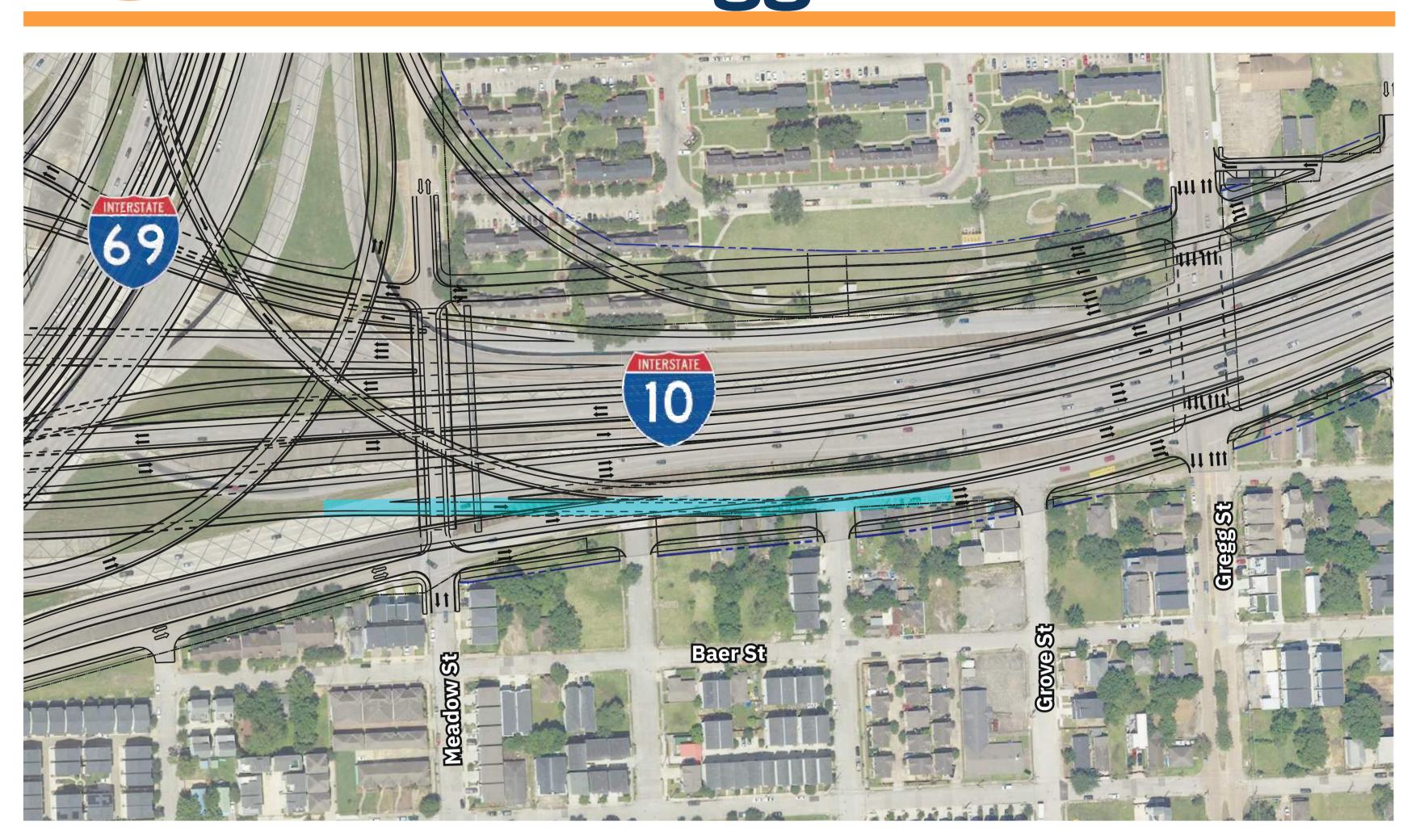


The blue-shaded areas represent potential detention ponds designed to support improved drainage in the project area.

STAKEHOLDER REQUEST LEGEND:

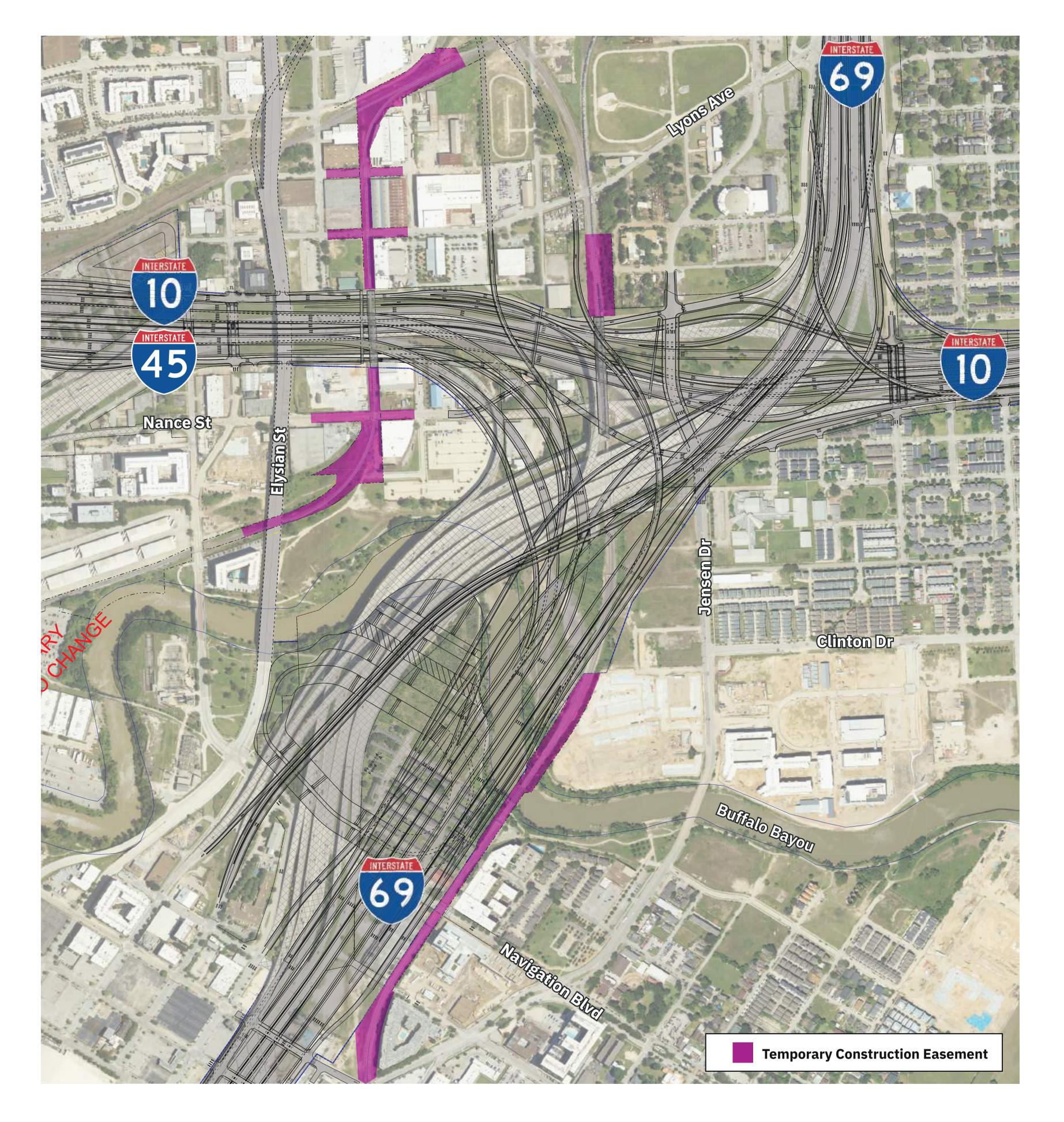
TxDOT/City of Houston Memorandum of Understanding (MOU)

Proposed I-10 Eastbound Exit to Gregg Street



- Adding an I-10 eastbound exit to Gregg Street would create an important access point for eastbound drivers heading to nearby residential areas both north and south of I-10, including Kelly Village.
- No additional ROW is required for this design refinement.
- The blue line above represents the new exit ramp.

Temporary Easements Along Railroad Property for Drainage Enhancements



Approximately 15.95 acres of proposed temporary construction easements (shown in purple above) are